A.F.E. 1365 Retirement of Locomotive
601

A.F.E. 1365 Retirement of Locomotive
601

UTAH RAILWAY COMPANY
EQUIPMENT COMPLETION REPORT
GENERAL - ACCOUNT II

OWNER Utah Railway Company

OPERATING COMPANY Utah Railway Co.

Description: Retirement of Alco Diesel Locomotive - Utah Ry. No. 601

ACCOUNT NO. 52 - Locomotives

Sheet 1 of 1 Sheets

A.F.E. NO. 1365

Work Began _____ Comp. _____

COMP. REPORT No. 1394

Unit Number	Date of Change	Group Number	Net Cost	Net Cost	Ledger & Value	Report Cost	Cost to Date VO 3 or 8	Add. & Better.	Installed under A.F.E.
	RETIREMENT:								
601	May 31, 1979		$47,137.50		($47,137.50)		Unallocated		1340

UTAH RAILWAY COMPANY

Salt Lake City, Utah

July 5, 1979

A. F. E. 1365

Mr. O. K. Curtis, President
Utah Railway Company
Salt Lake City, Utah 84111

Mr. D. E. Martin, Superintendent
Utah Railway Company
Martin, Utah 84526

Gentlemen:

Attached for your file, is copy of A. F. E. 1365 covering the retirement Alco Diesel Locomotive No. 601.

Yours very truly

D. Gilson
Auditor

Encl. A.F.E. 1365

A.F.E. 1365 Retirement of Locomotive 601

Form UR #4 6-11-56 2M

UTAH RAILWAY COMPANY

A. F. E. No. 1365

AUTHORITY FOR EXPENDITURE

Date May 31, 1979

Location of project: State of Utah Martin, Utah Valuation Section Unallocated

Station or M. P.

Description of project: Retirement of Locomotive 601

Reasons for recommending this expenditure: It is not economically feasable to rebuild this locomotive due to the age and repairs needed.

SUMMARY OF ESTIMATE

Amount chargeable to:

Operating Expenses	$ 38,181.28 Dr.
Accrued Depreciation	$ 8,956.22 Dr.
Investment in Road and Equipment	$ 47,137.50 Cr.
Material and Supplies	$
Other	$
Estimated Gross Cost of Project	$

Total Cost to be borne by UTAH RAILWAY COMPANY
(Name of Company)

Or participated in by
(Name all participants and amount borne by each)

Recommended D. E. Mark
Superintendent

Recommended D. C. Billing
Master Mechanic

Expenditure and charge approved and authorized:

President and General Manager

Recorded and registered:

Auditor

FORM UR 192-A

UTAH RAILWAY COMPANY

DETAIL OF EXPENDITURES ACCOUNT OF A. F. E. NO. 1365

LOCATION Equipment - Unallocated DESCRIPTION Diesel Locomotive No. 601

MONTH OF MAY 1979

	AMOUNT
ADDITIONS AND BETTERMENTS—ROAD	$47,137.50 Cr.
ADDITIONS AND BETTERMENTS—EQUIPMENT	38,181.28 Dr.
OPERATING EXPENSES	
RAILWAY TAX ACCRUALS	
ACCRUED DEPRECIATION—ROAD	
ACCRUED DEPRECIATION—EQUIPMENT	8,956.22 Cr.
OTHER ASSETS	

DOCUMENT REFERENCE	QUANTITY	DESCRIPTION OF LABOR AND MATERIAL	
		RETIREMENT	
AJE 5-79-		Record the retirement of Utah Railway Diesel Locomotive Number 601.(originally purchased under A.F.E. 1340)	
		Account 731 - Equipment Property A/c 52 - Other Locomotives	$47,137.50 Cr.
		Account 735 - Accumulated Depreciation: Equipment	$ 8,956.22 Dr.
		Account 221 - Other Expenses - Equipment	38,181.28 Dr.

A.F.E. 1365 Retirement of Locomotive

UTAH RAILWAY COMPANY

RECEIVED

JUN 27 1979

SALT LAKE CITY, UTAH

Martin, Utah
June 26, 1979

AFEs

Mr. Dumayne Gilson, Auditor
Utah RAilway Company
Salt Lake City, Utah

Dear Sir:

Enclosed is AFE No. 1365, Form UR-94, Authority FOR EXPENDITURE, covering retirement of Locomotive 601 as it is not economically feasible to rebuild this locomotive due to the age and repairs needed.

The form has been properly signed by Mr. Pilling and me and is returned for final approval and distribution.

Very truly yours,

D. E. Martin

D. E. Martin
Superintendent

DEM:B2

Enclosures 1 Form

A.F.E. 1365 Retirement of Locomotive

UTAH RAILWAY COMPANY

Salt Lake City, Utah

June 6, 1979

A.F.E. 1364
A.F.E. 1365

Mr. D. E. Martin, Superintendent
Utah Railway Company
Martin, Utah 84526

Dear Sir:

Attached herete is one copy of A.F.E. 1364 covering the retirement of the Hiawatha Depot, and one copy of A.F.E. 1365 covering the retirement of one Alco Diesel Locomotive No. 601.

In event these A.F.E.'s meet with your approval, kindly sign A.F.E. 1364 together with General Roadmaster in the spaces indicated, and sign A.F.E. 1365 together with Master Mechanic in the spaces indicated and return to this office for signature of President and final distribution.

Yours very truly,

D. Gilson
Auditor

Attch. (2)

PS: Mr. Pilling should be advised to submit Locomotive Inspection and Repair record - OMB Approval No. 04-R-4011 covering Jan. 1, 1979 to June 30, 1979 as the final report on Locomotive 601.

UTAH RAILWAY COMPANY

Salt Lake City, Utah

June 6, 1979

A.F.E. 1364
A.F.E. 1365

Mr. D. E. Martin, Superintendent
Utah Railway Company
Martin, Utah 84526

Dear Sir:

Attached hereto is one copy of A.F.E. 1364 covering the retirement of the Hiawatha Depot, and one copy of A.F.E. 1365 covering the retirement of one Alco Diesel Locomotive No. 601.

In event these A.F.E.'s meet with your approval, kindly sign A.F.E. 1364 together with General Roadmaster in the spaces indicated, and sign A.F.E. 1365 together with Master Mechanic in the spaces indicated and return to this office for signature of President and final distribution.

Yours very truly,

D. Gilson
Auditor

Attch. (2)

UTAH RAILWAY COMPANY
RECEIVED
MAY 7 1979
SALT LAKE CITY, UTAH

Martin, Utah
May 4, 1979
10-3 LR

Mr. Dumayne Gilson, Auditor
Utah Railway Company
Salt Lake City, Utah

Dear Sir:

Re your letter of April 25, 1979, requesting condition of Locomotive 601 and inquiring if it is economically wise to keep it for the purpose of restoring to service.

In my opinion, we should retire Locomotive 601 and use what parts we can for the 600. Enclosed copy of Master Mechanic Pilling's letter concurs.

As for Locomotve 400, also in question, both Master Mechanic Pilling and I feel that, with a little more work on the crankshaft, we can get a considerable amount of undisturbed use and therefore recommend that we do not retire it at this time.

Concerning 1970 Ford Four Door Sedan at Provo, it is still operative and used every day as noted in the enclosed copy of Trainmaster Hatch's letter.

We recommend that the vehicle not be retired at this time.

Very truly yours,

D. E. Martin
Superintendent

DEM:b2
Enclosures 2

cc Messrs: O. K. Curtis
H. L. Letzerich
D. C. Pilling
R. D. Hatch
23-1 WF

Martin, Utah
April 30, 1979

Mr. D. E. Martin, Superintendent
Utah Railway Company
Martin, Utah

Dear Sir: Reference: Retirement of Unit 601.

Due to the condition of this Locomotive, Hence; Grounded and Burn't armature laminations and field coils in Main generator., Various parts removed for needed replacements on other Locomotives, Traction motor - Traction motor blower- Panels - Voltage regulating equipment - Piston assemblies and heads (2 each) for protection on engine 600 - air ducts, etc.

It is not economically feasable to rebuild this locomotive at the present time due to the age and repairs needed on said locomotive and I recommend that we retire and scrap this Locomotive.

If you and the Company arein agreement I would like to Submit Locomotive Inspection and Repair record - OMB Approval No. 04-R-4011 Covering January 1, 1979 to June 30, 1979 as the final report on said Locomotive 601.

Final Report

Locomotive Unit 601 was permanently retired from service on June 30, 1979 account scrapped and unit will not again be used by this Company.

Dated June 30, 1979 At Martin, Utah.

We are not held to the above date June 30, 1979 to retire Locomotive should you desire to retire it sooner.

Very truly yours,

D. C. Pilling

D. C. Pilling
Master Mechanic

CC: Messrs: O.K.Curtis
D.Gilson
H.L.Letzerich

Provo, Utah
April 27, 1979

Mr. D.E. Martin
Superintendent
Utah Railway Co
Martin, Utah

Dear sir;

The Company Ford at Provo is used every day to check in the Westbound Loads and to pick up the crew off the Caboose which saves about 30 minutes on the crews tie up time every day. I also use the Company Ford when the Company Chevrolet is being serviced or repaired, therefore I feel that this Company car is a benefit to us here at Provo.

Very truly yours
R.D. Hatch
R.D. Hatch
Trainmaster

UTAH RAILWAY COMPANY

Salt Lake City, Utah

April 25, 1979

Mr. D. E. Martin, Superintendent
Utah Railway Company
Martin, Utah 84526

Dear Sir:

Please advise the condition of Locomotive 601, and if you feel it is economically wise to keep it for the purpose of restoring to service.

Likewise it appears the Unit 400 has not been used for past two months. What is the condition of the crankshaft, and it it cannot be restored to service do you recommend retiring.

The 1970 Ford 4-door sedan now located at Provo, Utah. Is this unit being used, is it still operative, or should it be retired?

Please advise, and if you recommend retiring any of the above, please initiate with letter.

Yours very truly,

D. Gilson
Auditor

AFE 1365

RETIRE LOCOMOTIVE 601

ORIGINALLY PURCHASED MARCH, 1976 $47,137.50 <ORIGINAL AFE 1340>

LEDGER VALUE @ 5/31/79 $47,137.50

DEPRECIATION CHARGED MAR76 thru APR79
38 MONTHS AT 6% PER YEAR ($235.69 PER MONTH) $8956.22

A/c 731- Road & Equip Property-Equip $47,137.50 cr
A/c 52- ~~[illegible]~~ Locomotives.

(#) A/c 735- Accumulated Depreciation Equip $ 8956.22 dr
A/c ~~[illegible]~~.03- ~~Rpr & Maint.~~ Other Expenses Equipment $ 38,181.28 dr
221.03

(#) Per instructions - "The service value of ea. unit of depreciable prpty retired shall be charged to this acct." - Per definition - Service Value = "Ledger Value less it's salvage value" - Salvage value =

Locomotive 601

Original AFE: 1340

3 Feb 78

Orig purchase price March 1976 $47,137.50

A/C 731 - Equip Credit $47,137.50 (Ledger Value

A/C 735 - Deprn - Equip 8956.22

6% per year deprn

or 471.38 ÷ 2 locos = 235.69 per month beginning March, 1976

10 mos 1976 12 months 1978
12 mos 1977 9 mos. 1979 } 38 months @ 235.69 = $8956.22

A.F.E. 1365 Retirement of Locomotive

Oxford

STOCK No. RK152

Exclusive "Padded Shoulder" Feature

MADE IN U.S.A.